

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING

July 15, 1998
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Frank Fairbanks, Phoenix, Chairman	Mesa: Mike Hutchinson for Charles Luster
Avondale: Ruben Duran for Carlos Palma	Paradise Valley: Tom Martinsen
*Buckeye: Delbert Self	Peoria: Terry Ellis
Carefree: Jon Pearson	Queen Creek: Scott Rigby for Cynthia Seelhammer
*Cave Creek: Kerry Dudek	*Salt River Pima-Maricopa Indian Community:
Chandler: Lloyd Harrell	David Easchief
*El Mirage: Rosalinda Herrera	Scottsdale: Dick Bowers
Fountain Hills: Paul Nordin	Surprise: Mike Branham for Dick McComb
Gila Bend: Carl Stephani	Tempe: Gary Brown
Gila River Indian Community: Urban Giff	Tolleson: Ralph Velez
Gilbert: Kent Cooper	*Wickenburg: Gerald Stricklin
Glendale: Ed Beasley for Martin Vanacour	*Youngtown: Lloyce Robinson
Goodyear: Stephen Cleveland	Maricopa County: Tom Buick for David Smith
Guadalupe: Luis Gonzales	ADOT: Tom Schmitt for Mary Peters
Litchfield Park: Robert Musselwhite	RPTA: Ken Driggs

*Those members neither present nor represented by proxy.

OTHERS PRESENT

Susan Abbott, Bureau of the Census	Patrice Kraus, Chandler
Dianne Barker, Citizen	Jeff Kulaga, Scottsdale
Lindy Bauer, MAG	Kathie Lee, Salt River Project
George Black, HUD	Norris Nordvold, Phoenix
James M. Bourey, MAG	Chris Plumb, MCDOT
Peggy Carpenter, Scottsdale	Suzanne Quigley, MAG
William "Blue" Crowley, Citizen	Tami Ryall, Gilbert
Valerie Day, MAG	Dennis Smith, MAG
Chuck Eaton, ADOT	Lisa Takata, Phoenix
Christy Eusebio, MAG	Gordon Tyus, MAG
John Farry, MAG	Chris Voigt, MAG
DeDe Gaisthea, MAG	Paul Ward, MAG
Phil Hubbard, Peoria	Shauna Warner, Tempe
Jim Huling, Tempe	John Youstra, Bureau of the Census
Debbie Kohn, Avondale	
Carol Kratz, MAG	

1. Call to Order

The meeting was called to order by Chairman Frank Fairbanks, Phoenix, at 12:10 p.m.

Chairman Fairbanks introduced proxies Ruben Duran for Carlos Palma from the City of Avondale, Ed Beasley for Martin Vanacour from the City of Glendale, Tom Buick for David Smith from Maricopa County, Mike Hutchinson for Charles Luster from the City of Mesa, Scott Rigby for Cynthia Seelhammer from the Town of Queen Creek, Mike Branham for Richard McComb from the City of Surprise, and Tom Schmitt for Mary Peters from ADOT.

2. Approval of the June 10, 1998 Meeting Minutes

Chairman Frank Fairbanks noted that a change in the June 10, 1998 meeting minutes reflecting public comment was made and that copies of the corrected minutes have been provided.

Mike Branham moved, Ralph Velez seconded, and it was unanimously carried to approve the minutes of the June 10, 1998 Management Committee meeting.

Chairman Fairbanks noted that agenda item #8, Expansion of the Southwest Passage Corridor for Federal Funding under TEA 21, has been taken off consent and is for discussion.

3. Call to the Audience

Chairman Fairbanks noted that we have a timer to assist the public with their presentations, which have a three minute time limit. When two minutes have elapsed, the yellow light will come on notifying the speaker that they have one minute to sum up. He said that at the end of the three minute time period, the red light will come on. Members of the audience who wish to speak fill out a card and give it to the MAG staff who will bring it to the Chairman.

Chairman Fairbanks stated that public comment is provided at the beginning of the meeting for non-agenda items. He indicated that for the action items on the agenda, public comment will be taken when the item is heard. Public comments are limited to three minutes.

Chairman Fairbanks recognized public comment from Dianne Barker, who expressed thanks to the Management Committee and appreciation for being heard. Ms. Barker stated that she has offered both kudos and criticism, which are necessary for growth, and hopes her words are considered. She wished Chairman Fairbanks good luck and believes he will serve the citizenry as he has taken an oath to do. Chairman Fairbanks thanked Ms. Barker for her comments.

Chairman Fairbanks recognized public comment from Blue Crowley, who requested that a letter he received from Jack Husted, of ADOT, in regard to public hearings, be entered into the public record. Mr. Crowley stated that the final phase of the long range plan is coming up. Regulation states that notifications must take place 15 to 30 days prior, but there are no notifications on the busses. He said that at the next CTOC meeting, Mr. Driggs and Mr. Manske will let us know why this hasn't happened. Public notice process as outlined in the September 1994 MAG Process for Public Involvement in Transportation Planning document is not being followed. In October 1997, the early input open house took place. One week later, the final phase came out. It should be the other way around, since the early input document should incorporate the comments from the final phase

document. He stated that taxpayer money is going for these projects, so do the job right. Chairman Fairbanks thanked Mr. Crowley for his comments.

4. Executive Director's Report

James Bourey indicated that MAG received notification that Valley Vision 2025 had received a \$50,000 grant from the EPA. Mr. Bourey informed the Committee that on Thursday, July 16, 1998 he is meeting with the Deputy EPA Administrator and the Region Nine to discuss sustainable communities and EPA's role.

Mr. Bourey informed the Committee that MAG has received Federal Certification for our Transportation Planning Process. He stated that the certification noted that ADOT is required to provide funding estimates for this region.

Mr. Bourey introduced three new MAG employees. DeDe Gaisthea, who works in our Copy Center, formerly attended Colorado State University. He also introduced Suzanne Quigley, who replaced Barbara Carpenter in Human Services. Ms. Quigley was formerly with United Way in Mesa, and is highly qualified. Ms. Quigley holds a Master's degree in Law and Social Policy, an MA in Social Service from Bryn Mawr College, and a Bachelor's degree from Villanova University. Mr. Bourey stated that Sarath Joshua will join us as ITS Program Manager. Dr. Joshua is very qualified and familiar with ADOT. He holds a Ph.D. from the University of Virginia and a Master's degree from Pittsburgh, in addition to a Bachelor's degree earned outside this country. Dr. Joshua will join staff later this month. Chairman Fairbanks thanked Mr. Bourey for his report.

5. Approval of the Consent Agenda

Chairman Fairbanks recognized public comment from Blue Crowley, who stated he wanted to comment on consent agenda items, and also #11, since it is interrelated. Referring to agenda item #6, Mr. Crowley commented that the summary states that no public input has been received. This is incorrect since the item deals with the TIP. He said that he asked the City of Glendale representative what happened to the bike lane on Grand Avenue? Referring to item #9, Mr. Crowley stated that under the public input section of the summary, the conformity assessment was distributed to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, Maricopa County Environmental Services Department, U.S. Environmental Protection Agency and other interested parties. It doesn't mention the public. Referring to item #11, Mr. Crowley stated that MAG has a continuing public process for the public to speak, but you are not having input from the public. Was the MAG process for public involvement followed? Chairman Fairbanks thanked Mr. Crowley for his comments.

Chairman Fairbanks recognized public comment from Dianne Barker on agenda item #10. She stated that an amended contract using federal highway funds requires approval from the Federal Highway Administration. Ms. Barker requested MAG staff get back to her on this approval process. Chairman Fairbanks thanked Ms. Barker for her comments.

Mike Hutchinson moved, Jonathan Pearson seconded, and it was unanimously carried to recommend approval of agenda items #6, #7, #9, and #10.

6. Proposed Amendment to the FY 1998-2002 MAG Transportation Improvement Program

The Management Committee recommended, by consent, to approve a “minor” amendment of the FY 1998-2002 MAG Transportation Improvement Program to add the following federally funded Enhancement Fund projects to the TIP in FY 1998: 1) ADOT, Spence Ave at McAllister Ave, ASU project to construct a multi-use path linking existing ASU and Tempe bike lanes (\$67,288); 2) ADOT, 17th Ave: Van Buren St to RR, DOA pedestrian improvements (\$575,000); 3) Glendale, Grand Ave at 43rd Ave, billboard removal and pedestrian, bike, railroad and artwork (\$430,415); 4) Guadalupe, Calle Magdalena: Calle Maravilla to Avenida del Yaqui, construct sidewalks and landscaping (\$180,000); 5) Litchfield Park, Litchfield Rd Bypass: Indian School Rd to City of Goodyear, construct multi-use path and artwork (\$140,000); 6) Maricopa County, Usery Pass Rd, construction of shoulder enhancements to provide safer bike lanes (\$300,000), and 7) Phoenix, Central Ave: South Mountain Park to Jefferson St, construct and/or improve bike lanes, landscaping, rest areas, gateway and artwork (\$500,000). Following approval of the FY 1998-2002 MAG Transportation Improvement Program (TIP), seven federally funded Enhancement Fund projects have been approved by the State Transportation Board that need to be added to the TIP. These projects are all exempt projects for air quality conformity analysis purposes and only a “minor” amendment of the TIP will be required. On June 23, 1998, the Transportation Review Committee recommended amending the TIP to include these projects.

7. Update of MAG Regional Aviation System Plan

In May 1998, the Regional Council approved the FY 1999 MAG Unified Planning Work Program (UPWP). The UPWP included a consultant study to prepare an update to the Regional Aviation System Plan (RASP). The RASP was approved by the Regional Council in December 1993, and changing conditions require an update to the Plan. An application to the Federal Aviation Administration (FAA) has been submitted for the first phase of the update, and it is anticipated that the funds may become available in FY 1999. The first phase involves the preparation of an inventory, forecasts, demand capacity analysis and alternatives for meeting future demand. The second phase, which will be included in a subsequent application to the FAA, will provide for evaluating the alternatives, developing recommendations and preparing an implementation plan.

8. Expansion of Southwest Passage Corridor for Federal Funding Under TEA 21

Harry Wolfe stated that the passage of the North American Free Trade Agreement (NAFTA) prompted interest in making improvements in impacted transportation corridors. In Arizona, that interest has focused on the north/south Canamex Corridor.

Mr. Wolfe noted that representatives of the states of California, Arizona, New Mexico and Texas and the Councils of Governments within those states have been conferring for the past year and a half to develop an integrated and comprehensive trade/transportation strategy for the East-West trade corridor, named the Southwest Passage. Mr. Wolfe added that the Southwest Passage is a multi modal transportation corridor following the routes of Interstate 8 and 10 and the Union Pacific Sunset route from east to west for a length of approximately 1,600 miles from the deepwater port facilities along the Texas coastline to the deepwater port facilities in Southern California. He said that the objective of the Southwest Passage is to connect the east-west trade routes along the U.S./Mexico border with a freight transportation system extending from Los Angeles to Houston, Texas.

Mr. Wolfe stated that In September 1997, the Southwest Passage Corridor proposal was presented to the Management Committee and the Regional Council. He noted that the Regional Council was requested to endorse the Southwest Passage for inclusion in the reauthorization of ISTEA to make it eligible for federal planning and construction funds. Mr. Wolfe commented that although the Regional Council expressed support for the Southwest Passage concept, it stopped short of endorsing its designation as a high-priority corridor because of concerns over competing for funding with transportation needs during the reauthorization process.

Mr. Wolfe said that TEA 21 was signed into law on June 9, 1998, and amends the list of high priority multi-state trade corridors designated for federal funding. One of the corridors designated in the bill was the California portion of the Southwest Passage extending from Los Angeles and San Diego to the Arizona border.

Mr. Wolfe noted that this has prompted us to look again at the issue of the Southwest Corridor designation and whether we should take a position on expanding the designation through Arizona. He said that at a meeting on June 10, 1998 in Tucson, convened by the Southern California Council of Governments, participants were asked to go back to their respective policy boards and determine whether there is support for designation of the entire corridor through Arizona to Houston. Mr. Wolfe stated that some people perceived competition between the Southwest Passage Corridor and other high priority corridors for funding. However, he commented the east/west corridor and north/south corridor actually complement each other.

Mr. Wolfe stated that on June 23, 1998, the Transportation Review Committee recommended that the Management Committee support the expansion of the Southwest Passage corridor to include the portion running through Arizona to Houston, Texas for funding as a high priority corridor in TEA 21.

Mr. Wolfe stated that issues of particular interest to MAG include I-10 and Grand Avenue congestion, access to Burlington Northern Santa Fe rail yards, and improvements to I-17 and SR-85 connecting I-8 to I-10.

Chairman Fairbanks asked if there were any comments. Carl Stephani stated that the Town of Gila Bend is greatly affected by the proposed route. He remarked that he would like to see the study move forward.

Gary Brown asked why there is a perception of competition for funding. Mr. Wolfe replied that because there is only a certain amount of money available for special funding, a funding request for the Southwest Passage Corridor could affect money received for other projects. Mr. Wolfe stated that ADOT is neutral on this project and that Wayne Collins of ADOT, stated that the agency would not object to the Southwest Passage Corridor project.

Tom Schmitt stated that ADOT has not taken an official position. The Governor supports the Canamex Corridor and feels that another corridor could detract from the Canamex Corridor. ADOT is not opposed to the Southwest Passage Corridor, but they do support the Canamex Corridor.

Mr. Brown asked for clarification of the Canamex Corridor location. Mr. Wolfe responded that the Canamex Corridor runs from Canada through Arizona to Mexico.

Chairman Fairbanks recognized public comment from Blue Crowley, who stated that his prior comments on the Southwest Passage were not reflected in the public input section of the summary. He said he had stated previously that MAG should also address the Gulf to Yuma passage and that trade goes both ways in the State of Arizona. He noted that north/south corridors that feed the Southwest Passage should be considered.

Mr. Bourey stated that the public comments section of the public input would be changed for the Regional Council.

Chairman Fairbanks commented that the Southwest Passage Corridor would initiate a dialogue among the interested parties for addressing freight movement in the Los Angeles to Houston corridor.

Mr. Brown asked if Pima County is supporting the Southwest Passage Corridor. Mr. Wolfe replied that he has spoken to Tom Swanson, Executive Director of the Pima Association of Governments, and Mr. Swanson indicated that PAG is in support of both the Southwest Passage Corridor and the north/south corridor and that his agency does not see a conflict.

Carl Stephani moved, Gary Brown seconded, and it was carried to recommend support of the expansion of the Southwest Passage Corridor through Arizona to Houston, Texas as a high priority corridor for federal funding under TEA 21. Tom Schmitt and Bob Musselwhite did not vote.

9. Consultation on Conformity Assessment for a Proposal to Add Eleven Exempt Projects to the FY 1998-2002 MAG TIP

On June 23, 1998, the MAG Transportation Review Committee recommended that the FY 1998-2002 MAG Transportation Improvement Program (TIP) be amended to include four projects to close out the FY 1998 MAG federally-funded program. They also recommended amending the TIP to include seven other projects approved for Enhancement Funding. The projects are the following: (1) Design of a Multi-Use Path for the City of Chandler, (2) City of Tempe Special Event and Parking Management System, (3) MAG/RPTA Telecommuting and Teleconferencing Program, (4) Design of a Town of Gilbert Traffic Control System, and (5) Seven transportation enhancement activity projects, mostly involving bicycle and pedestrian facilities. The City of Tempe and Town of Gilbert projects are Intelligent Transportation System initiatives.

MAG has reviewed the eleven proposed projects for compliance with the federal conformity rule (40 CFR Parts 51 and 93), and has found them to be exempt under that rule. This conformity assessment is being transmitted for consultation purposes to the agencies and other interested parties. Comments on the conformity assessment are due by July 15, 1998.

10. Amendment of Socioeconomic Projection Procedures- Contract and Amendment to the FY 1999 MAG Unified Planning Work Program and Annual Budget

The Management Committee recommended, by consent, to recommend amending the Planning Technologies consultant contract to add an additional \$70,000 to enhance the socioeconomic projection procedures and to amend the FY 1998 and 1999 MAG Unified Planning Work Programs as follows: 1) Carry forward and reprogram from the FY 1998 UPWP \$35,000 of FHWA PL funds from Work Element 104.40 Conformity Analysis to Work Element 801.40 Socioeconomic Modeling; 2) Provide the additional \$35,000 needed from FY 1998 FHWA PL contingency funds with \$2,932 from Work Element 104.45 and \$32,068 from Work Element 1001.40 Administration for a total

increase in Work Element 801.40 of \$70,000; 3) Offset a portion of the amount needed by using \$30,000 in Federal Transit Administration funds previously allocated in FY 1999 in Work Element 103.50 Annual Conformity Analysis to Work Element 601.10 Regional System Planning. On October 23, 1996, the MAG Regional Council selected the consulting firm of Planning Technologies to assist MAG in making enhancements to the socioeconomic projection procedures. Under this contract, Planning Technologies made revisions to the subarea allocation model which they developed for MAG to prepare the population and employment projections by traffic analysis zone (TAZ) adopted by the Regional Council in June 1997. On October 29, 1997, the MAG Regional Council approved an amendment to the Planning Technologies contract. Under this amendment Planning Technologies is developing new trip generation data, based on the adopted socioeconomic projections and new transportation models. They are also preparing build-out trip generation data using the MAG subarea allocation model.

Recently, Planning Technologies demonstrated a land use model capable of performing “what if” analyses and evaluates the regional impacts of alternative land use scenarios. This model would be useful for Valley Vision 2025, as well as for developing the next set of socioeconomic projections, based on the year 2000 Census. The additional amount of \$70,000 is necessary to adapt the model for this region and to make additional region-specific enhancements. A portion of this funding is available from FHWA PL funds previously allocated to air quality conformity “hot spot” analysis that is no longer needed due to federal legislative action. The FY 1999 Unified Planning Work Program (UPWP) would be amended to carry forward and reprogram from the FY 1998 UPWP funds to Socioeconomic Modeling. The additional \$35,000 would be provided from FY 1998 FHWA PL funds. Federal Transit Administration funds presently allocated in FY 1999 for Annual Conformity Analysis would be used in Regional System Planning.

11. Federal FY 1998 MAG Federal Funds Final Closeout / Amendment to the FY 1998-2002 MAG Transportation Improvement Program and to the FY 1999 MAG Unified Planning Work Program and Annual Budget

Paul Ward stated that the Final Closeout of the FY 1998 MAG Federally Funded program is required in order to ensure that all MAG federal funds are utilized and to enable MAG to request redistributed federal funds, if any should become available. Associated amendments to the TIP and the UPWP are required to process any changes made to the respective programs during the closeout process.

Mr. Ward noted that in previous years there have been two or three opportunities to discuss the close out process, depending on knowledge of federal funds available for the year in question. This year, the opportunity to close out the fiscal year has been deferred by the lack of federal legislation. On June 9, 1998, the President signed into law the Transportation Equity Act for the 21st Century (TEA 21). The analysis of this Act is underway by the Federal Highway Administration, and the final amount and mix of federal funds for FY 1998 that will be available to the MAG region is yet to be determined. Mr. Ward commented that in anticipation that we will be provided a final amount of funding for FY 1998, a preliminary funding estimate and options for programming the funds have been developed. It is important to note that the Obligation Authority to spend the FY 1998 funds must be committed by September 30, 1998 and the projects for the funds must have completed federal procedures. Mr. Ward stated that we currently do not have any requests to carry forward MAG federal funds to FY 1999, so no action is required for carry forward projects. On June 23, 1998, the Transportation Review Committee (TRC) recommended the following prioritized list for uncommitted FY 1998 funding: 1) Accelerate transit vehicles from FY 1999 -\$3,592,800 (CMAQ); 2) Accelerate the design

of pedestrian projects - \$150,000 (CMAQ); 3) MAG Air Quality/Transportation Studies - \$500,000 (STP-MAG); 4) Accelerate Tempe Downtown Special Event Traffic Control system from FY 2001 - \$1,600,000 (CMAQ); 5) Accelerate design of Chandler, Dobson Road bike project from FY 2001 - \$75,000 (CMAQ); 6) Accelerate design of Gilbert traffic signal project from FY 2002 - \$95,000 (CMAQ); 7) Accelerate MAG/RPTA Telecommuting/ Telecommunications project from FY 2001 - \$1,320,000 (CMAQ); 8) Accelerate transit vehicles from FY 2000 - \$5,392,500 (CMAQ); 9) Accelerate transit vehicles from FY 2001 - \$5,625,000 (CMAQ); 10) Increase federal share on Phoenix/Maricopa County Bell Road project - \$479,000 (STP-MAG). Mr. Ward stated that four of the recommended projects, items 4, 5, 6, and 7, require a minor amendment to the FY 1998-2002 MAG Transportation Improvement Program, and three projects, items 2, 3, and 7, require an amendment to the FY 1999 Unified Planning Work Program and Annual Budget.

Mr. Ward informed the Committee that during this closeout, and in order to accomplish the MAG policy of utilizing up to 70 percent of MAG Federal funds on the Regional Freeway System, an exchange of Congestion Mitigation and Air Quality funds with other State funds, specifically for use on the Freeway Management System portion of the I-17 Design Build project, may be necessary. Mr. Ward pointed out that priority number seven represents a telecommunications and teleconferencing project that was identified as a priority for implementation at the Regional Council retreat in January.

Chairman Fairbanks asked if there were any questions. Tom Buick stated that he is in favor of moving the Bell Road project up on the priority list. When the project was decided, there were not enough federal funds available. Funding is now available, the project is in TIP and meets MAG criteria.

Chairman Fairbanks asked if the priority ranking was assigned by the TRC. Mr. Ward responded that the rank of priority was assigned by the TRC. Mike Branham commented that we should follow the recommendation of the TRC, since we are not sure of funding sources at this time.

Mr. Ward stated that MAG has used mechanisms to increase spending on current projects last year. If we get \$17 million, we can obligate \$15 million for busses. Mr. Branham commented that since we cannot determine a dollar figure, we should wait to see what amounts are available.

Paul Nordin asked Mr. Ward how the structure of federal funding works. If not enough funding is made available, do the projects at the bottom priority lose out? Mr. Ward replied that is correct. The top projects would be funded, although this depends which type of funds is received. Mr. Nordin stated that he agrees with Mr. Buick to move up the Bell Road project in priority.

Kent Cooper stated that changing the priority order could present potential problems to the County. He commented that the Gilbert traffic synchronization project may fall off the end. Mr. Cooper stated that the TRC order of priority should be maintained.

Lloyd Harrell stated that we should consider the questions raised about the priority order and send the list of concerns back to the TRC for review.

Tom Buick stated that he supports sending the priority list back to the TRC. He remarked that he expected that all projects on the list will get their funding. He commented that it will be a missed opportunity to obtain the funds for the Bell Road project if we do not act now.

Chairman Fairbanks recognized public comment from Blue Crowley, who referred to the September 1994 MAG Process for Public Involvement in Transportation Planning document. He asked where was the beginning and continuing public involvement? Input is not allowed unless it is an action item, and then it is too late. Mr. Crowley stated that Final Phase II is coming up and it is not posted on the busses, which is required by law 15-30 days prior. He commented that MAG should follow the process of public notice better. Chairman Fairbanks thanked Mr. Crowley for his comments.

Lloyd Harrell moved, Dick Bowers seconded to recommend approval of the following recommendations to approve the following ranked priorities for uncommitted FY 1998 funds: 1) Accelerate transit vehicles from FY 1999 - \$3,592,800 (CMAQ); 2) Accelerate the design of pedestrian projects - \$150,000 (CMAQ); 3) MAG Air Quality/Transportation Studies - \$500,000 (STP-MAG); 4) Accelerate Tempe Downtown Special Event Traffic Control system from FY 2001 - \$1,600,000 (CMAQ); 5) Accelerate design of Chandler, Dobson Road bike project from FY 2001 - \$75,000 (CMAQ); 6) Accelerate design of Gilbert traffic signal project from FY 2002 - \$95,000 (CMAQ); 7) Accelerate MAG/RPTA Telecommuting/ Telecommunications project from FY 2001 - \$1,320,000 (CMAQ); 8) Accelerate transit vehicles from FY 2000 - \$5,392,500 (CMAQ); 9) Accelerate transit vehicles from FY 2001 - \$5,625,000 (CMAQ); 10) Increase federal share on Phoenix/Maricopa County Bell Road project - \$479,000 (STP-MAG). Items 4, 5, 6, and 7, require a minor amendment to the FY 1998-2002 MAG Transportation Improvement Program, and three projects, items 2, 3, and 7, require an amendment to the FY 1999 Unified Planning Work Program and Annual Budget.

Before a vote was taken, Carl Stephani commented that he will vote no and that it should go back to the TRC for reconsideration. Chairman Fairbanks stated that MAG staff has informed him that the decision needs to be made today, since there will be no Management Committee meeting until September 9 and no Regional Council meeting until September 23. The requests need to be obligated by September 15, 1998.

Paul Nordin moved for a substitute motion to move up priority #10, increasing the federal share on Phoenix/Maricopa County Bell Road projects, to priority #7, Stephen Cleveland seconded and the motion was carried with a vote of 12 yes, nine no, and two not voting to recommend approval of the following recommendations to approve the following ranked priorities for uncommitted FY 1998 funds: 1) Accelerate transit vehicles from FY 1999 - \$3,592,800 (CMAQ); 2) Accelerate the design of pedestrian projects - \$150,000 (CMAQ); 3) MAG Air Quality/Transportation Studies - \$500,000 (STP-MAG); 4) Accelerate Tempe Downtown Special Event Traffic Control system from FY 2001 - \$1,600,000 (CMAQ)*; 5) Accelerate design of Chandler, Dobson Road bike project from FY 2001 - \$75,000 (CMAQ); 6) Accelerate design of A Gilbert traffic signal project from FY 2002 - \$95,000 (CMAQ); 7) Increase the federal share on Phoenix/Maricopa County Bell Road project - \$479,000 (STP-MAG); 8) Accelerate MAG/RPTA Telecommuting/ Telecommunications project from FY 2001 - \$1,320,000 (CMAQ); 9) Accelerate transit vehicles from FY 2000 - \$5,392,500 (CMAQ); 10) Accelerate transit vehicles from FY 2001 - \$5,625,000 (CMAQ). Items 4, 5, 6, and 8, require a minor amendment to the FY 1998-2002 MAG Transportation Improvement Program, and three projects, items 2, 3, and 8, require an amendment to the FY 1999 Unified Planning Work Program and Annual Budget.

12. Update of the Transportation Equity Act for the 21st Century

John Farry stated that the Transportation Equity Act for the 21st Century (TEA 21) was passed and the President signed the bill on June 9, 1998. Final funding levels for TEA 21 are being determined

by the Federal Highway Administration and by the Arizona Department of Transportation. Initial estimates from FHWA indicate that Arizona's annual average of highway spending would increase from \$256 million to \$403 million. This would account for a 57 percent increase in transportation funding to Arizona over the next six years. Mr. Farry reported that preliminary estimates from FHWA show an increase in the suballocations to Phoenix and Tucson of only 9 percent.

Mr. Farry noted that two efforts at more concentrated cooperation between the state and the region will be forthcoming. One effort is to ensure the fair share concept within the state. The second effort will be to work cooperatively to develop and estimate federal and state funds coming to the region for development of the long range transportation plan and the TIP.

Chairman Fairbanks asked if there were any questions. Ed Beasley commented that the Regional Council recommended funding for high priority Grand Avenue improvements in 1985. Voters approved a sales tax to fund one-third of the project, with two-thirds of the project funded by ADOT. The project was not completed due to lack of funds. Prior commitments need to be remembered if and when funding for projects come up and are considered.

Chairman Fairbanks recognized public comment from Blue Crowley, who referred to the September 1994 MAG Process for Public Involvement in Transportation Planning document. He asked where was the beginning and continuing public involvement? Input is not allowed unless it is an action item. He stated that the transportation process is already planned and programmed. He said adequate public notice has not happened. Mr. Farry has done a lot of hard work, but on a list of the 38 comments, he noted there are only 13 listed, and would like a complete list.

Stephen Cleveland moved, Mike Branham seconded. Before a vote was taken, Robert Musselwhite asked what is defined by the word 'equitable.' Mr. Bourey replied that 'equitable' in this case reflects money going out comes back in a fair share. Chairman Fairbanks said that revenue commitments and needs are considered when money is returned. Mr. Musselwhite stated that it is important that the big, powerful, and wealthy are not perceived as bullies.

Dennis Smith stated that this item is the most significant item on the agenda. We have just finished six years with ISTEA and look to six upcoming years with TEA 21. ADOT, MAG, and the RPTA must work together to decide funding estimates. MAG must decide in a cooperative way what the projects are and work with ADOT and the RPTA to implement these projects.

Mike Branham questioned whether the motion used strong enough verbiage.

Chairman Fairbanks asked if there were any more questions. Hearing none, the vote carried unanimously to recommend that MAG should work with ADOT to ensure that suballocations of increased federal funds to the region are equitable and that the "donor/donee" fair share concept be applied to this metropolitan area.

13. Update of Process for Programming MAG Federal Funds

Terry Johnson updated the Committee that a special subcommittee of the Transportation Review Committee (TRC) has held four meetings regarding improving the programming process for MAG federal funds. On June 23, 1998, the TRC reviewed a report from the subcommittee and the following policy and process enhancements are being recommended: 1) More proactive community outreach; 2) Early guidelines for selection of projects; 3) Favor selection of projects with higher local match rates; 4) Update the MAG Congestion Management System; 5) Favor selection of projects which are multi modal; and, 6) Undertake a more proactive approach in securing new transportation funding.

Mr. Johnson stated that action is needed on #1, # 2, #4, and #6. The match rate issues raised in #3 and the multi-modal selection #5 can be deferred until the guidelines are considered.

Chairman Fairbanks asked if the four were recommended because they are policy issues and recommend deferment of #3 and #5 because they are process issues and should be discussed? Mr. Bourey replied that it is the recommended four are process issues and #3 and #5 are policy issues.

Chairman Fairbanks commented that he is in favor of item #5, projects which are multi modal, but would defer if it would be better in the long run.

Chairman Fairbanks recognized public comment from Blue Crowley, who stated that proactive community outreach is not the most important enhancement on the list. Multi modal is on the list due to federal guidelines. He said that ADOT is slowly coming away from the freeway mindset and is realizing the pedestrian and bicycle enhancements are important. Mr. Crowley requested a list of the proactive community outreach from staff.

Ruben Duran moved, Stephen Cleveland seconded, Tom Schmitt did not vote, and the motion was carried to recommend approval of the following process enhancements for programming MAG federal funds: 1) Develop a more proactive public outreach process; 2) Include early guidelines in the project selection process; 3) Update the MAG Congestion Management System; and, 4) Undertake a more proactive approach in securing new transportation funding.

Mr. Cleveland commented that the diagram is a very clear representation on visualizing the planning and programming process.

14. Status Report on Census 2000

Mr. Wolfe stated that a number of programs essential to the success of Census 2000 will be forthcoming in the coming months. The Census Bureau will provide an opportunity for local governments to: update address lists that will be used to distribute census questionnaires; recommend changes to the units of geography by which the results of the census will be reported; and establish complete count committees to encourage that all residents respond to the census questionnaire. He said that with each housing unit counted in the census estimated to be worth about \$10,000 in federal and state funds to local governments in the decade following the census, it is crucial that member agencies commit the resources necessary to participate in these census programs. MAG staff is working with members of its Population Technical Advisory Committee to facilitate preparations for the census.

Mr. Wolfe stated that we have become increasingly concerned about delays and logistical problems in carrying out Census Bureau Programs. These concerns have been communicated to the Census Bureau and outlined in a letter from James M. Bourey, MAG Executive Director, to the Chair of the Census 2000 Advisory Committee. Mr. Bourey serves on the Committee as a representative of the International City and County Management Association (ICMA). The Census Bureau's local government partnership specialist for Arizona will be available to provide additional information on the status of programs and to answer questions.

Mr. Wolfe displayed a visual color-coded map of anticipated dates of receipt of addresses by area. He introduced John Youstra, Bureau of the Census, and Susan Abbott of the Bureau of the Census Local Government Partnership, who would be provided space at the MAG office.

Chairman Fairbanks asked if there were any discussion. Hearing no discussion, and there being no further business, the meeting was adjourned at 1:25 p.m.

Chairman

Secretary